

Respects of R B Masan
Chf
United States of America.

REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

ILLINOIS CENTRAL RAILROAD COMPANY,

MARCH 15, 1854.

NEW-YORK:

GEO. SCOTT ROE, STATIONER AND PRINTER,

19 & 21 MERCHANTS' EXCHANGE.

1854.

REPORT

DIRECTORS TO THE CHAIRMAN

MEMORANDUM FOR THE CHAIRMAN

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United States of America.

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ILLINOIS CENTRAL RAIL ROAD CO.,

Annual Meeting of Stockholders for the Election of Directors, &c.,

ON THE 3d WEDNESDAY IN MARCH, 1854.

DIRECTORS.

HIS EXCELLENCY JOEL A. MATTESON,
Gov. of the State of Illinois, *ex-officio*.

JOSEPH W. ALSOP, *New-York*, }
JONATHAN STURGES, do. } Until March, 1855.
THOMAS W. LUDLOW, do. }

GEORGE GRISWOLD, do. }
GOUVERNEUR MORRIS, }
of Morrisania, *Morrisania, N. Y.* } Until March, 1856.
DAVID A. NEAL, *Boston*, }

JOHN F. A. SANFORD, *N. York*, }
LEROY M. WILEY, do. } Until March, 1857.
FRANKLIN HAVEN, *Boston*, }

ROBERT SCHUYLER, *New-York*, }
MORRIS KETCHUM, do. } Until March, 1858.
WM. P. BURRALL, do. }

OFFICERS.

WILLIAM P. BURRALL, PRESIDENT,
DAVID A. NEAL, VICE PRESIDENT,
MATTHIAS B. EDGAR, TREASURER,
JOHN F. BUNCE, SECRETARY.

SOLICITORS.

W. H. BISSELL, of *Belleville Illinois*.
MASON BRAYMAN, of *Springfield Illinois*.

ENGINEER IN CHIEF.

ROSWELL B. MASON, of *Chicago, Illinois*.

REPORT

OF THE

DIRECTORS TO THE STOCKHOLDERS

OF THE

Illinois Central Rail-Road Company.

In the Report submitted by the Board of Directors to the Stockholders, at their Annual Meeting in March, 1853, a brief history of the negotiations which had, up to that time, been made, with a view to provide the means necessary to secure the prompt construction of the road, was submitted, from which it appeared that the means then provided for that purpose amounted to \$11,739,660.92.

It was also then stated that the Directors had ordered a further sale of three millions of dollars of Bonds of one thousand and five hundred dollars each, and had invited proposals therefor, giving to each subscriber for a Bond of one thousand dollars, whose bid should be accepted, the privilege of subscribing for three shares of the Stock of the Company, and a like proportion for a larger or smaller amount.

We have now to state that proposals were received for these Bonds, with the Stock privilege above mentioned, on the 15th day of June last, and that the whole amount of three millions of dollars was then allotted to the parties

making the proposals, at and above par, payable by the several parties in installments as they should be called for by the Board of Directors, not exceeding ten per cent. monthly. And that from this source, and from the other several loans previously made, as mentioned in our report of March, 1853, the means have been derived to meet the large monthly expenditures in the construction of the Road, and furnishing its equipment during the year past.

The last installment of ten per cent. on this loan of three millions of dollars becomes payable during the present month, and in view of this fact, and of the comparatively small amount yet to be received from the other loans previously made, and of the rapidity with which the work upon the Road is approaching its completion, and of the large payments required during the present spring for the remainder of the Iron which is now almost daily arriving at New York and New Orleans, the Directors have, during the past winter, directed their attention especially to the importance of concluding, at an early day, such further negotiations as should supply, without embarrassment or inconvenience, the means, as they should be needed, for these purposes, and have recently concluded a negotiation, covering all the remaining Bonds, which the Company has the right to issue under the mortgage executed to the Trustees for their security, and giving to the parties to this negotiation the right to subscribe for three shares of stock for each Bond of One Thousand Dollars, taken and paid for, and a like proportion for a larger or smaller amount, which rights, when taken by the parties will, with the previous negotiations and allotments, absorb the whole number of shares at which the Capital has been limited by the Board of Directors, viz.: 170,000 shares of \$100 each, making a share capital of seventeen millions of dollars.

The negotiations of the Company are, therefore, now complete, covering the whole Capital Stock, and the whole

amount of Bonds authorized by the mortgage, viz. : \$17,000,000. The payments for the Bonds disposed of under the last mentioned negotiation, are to be made in monthly installments, and will be available as fast as they will be required to meet the wants of the Company.

The following statement from the Treasurer's Books exhibits the total receipts of the Company from all sources up to the 1st March inst., and the expenditures for all purposes to the same date :—

ILLINOIS CENTRAL RAILROAD COMPANY.

Receipts and Expenditures to March 1st, 1854.

RECEIPTS.				
CAPITAL STOCK.	\$20 per share on 10,000 shares,	200,000		
	10 " " 10,000 "	100,000		
	5 " " 101,810 "	509,050		
				809,050
CONSTRUCTION BONDS.—To Contractors and others at				
par,	1,100,000			
Subscribers to \$4,000,000 Loan,	2,016,000			
Subscribers to \$3,000,000 Loan,	2,311,500			
To parties on special contract,	699,000			
Sub'rs to Loan of Feb. 7th, 1854,	310,000			
Installments on \$4,000,000 Loan				
for which Bonds are to be				
issued,	349,109 07			
Installments on \$3,000,000 Loan,				
for which Bonds are to be				
issued,	378,818 48			
Installments on \$5,000,000 Lon-				
don Loan,	3,764,997 78			
Installments on Loan of Feb. 7,				
1854, for which Bonds are to				
be issued,	345,134 44			
				11,274,559 77
EXCHANGE. - - Premium on bills, &c.				104,982 78
BILLS AND ACCOUNTS PAYABLE.				1,476,163 66
Total receipts.				\$13,664,756 21
EXPENDITURES.				
CHARTER EXPENSES, Prior to organization of Com-				
pany,	51,299			
COMPANY EXPENSES, Salaries, Counsel Fees, &c., &c.	230,685 42			
LAND, Land Damages, Right of Way,				
&c.	620,570 06			
ENGINEERING, Surveys, Maps, Profiles, &c.,	295,952 11			
CONSTRUCTION ACCOUNT, Graduation, Masonry, Bridg-				
ing, &c., &c.,	6,523,824 62			
IRON RAILS, Including Transportation to				
Illinois,	2,858,202			
EQUIPMENT, Engines, Cars, &c.,	733,372 12			
COMMISSIONS,	291,429 23			
INTEREST, Balance of Interest Account,	249,971 83			
Total Expenditures,				\$11,855,306 39
ON HAND.				
Cash,	463,999 15			
Bills and Accounts, Receivable,	1,345,450 67			\$1,809,449 82

The work of constructing the Road has progressed very satisfactorily during the year past, although from the great demand for labor on other public works and its consequent scarcity, and from severe sickness at several points in the vicinity of streams where the work was heaviest, the number of miles of track now laid is somewhat less than we anticipated one year since. Yet, considering all the causes of delay, the Directors feel that they may, with propriety, congratulate the Stockholders on the fact that so much has been accomplished, rather than express regrets that, to a slight extent, their most favorable anticipations have failed to be realized.

The Directors have taken occasion, by several publications in the public papers and otherwise, to keep the Stockholders informed, from time to time, during the year past, of the condition and progress of the works of construction, and have, at this time, no new facts of material interest on those points to communicate.

They submit herewith the Report of the Chief Engineer showing the condition and progress of the work in detail up to 1st January last, and, in addition, a communication from the same officer under date of 10th March, inst., stating concisely the progress made up to the 1st inst.

The whole quantity of Iron required for the Road and Branches was stated in our last report at 72,000 tons. Since that date the Directors have determined to construct a double track from Chicago to the junction of the Michigan Central Rail Road, about fourteen and a half miles, to facilitate the business of the two companies over that part of the Road used by both. It has also been found necessary to construct several short branches to gravel beds, which have been found near the line of the Road for ballasting. It is therefore now estimated that 75,000 tons of Rails will be required for all purposes. Contracts have

been made covering this whole amount, and the deliveries up to this time have been as follows, viz. :

There were received in New York and New Orleans and forwarded for Illinois, previous to close of navigation last season	Tons, 45,657
Since that time, there have been shipped from England for New Orleans and New York,	14,372
	<hr/> Tons, 60,029

The remaining quantity required to complete the Road is now in course of delivery for shipment in England, and will doubtless be received here in time to meet our wants.

There have been delivered to the Company up to the present time Cars, as follows :

Thirty Passenger Cars, ten Baggage Cars, about six hundred eight-wheeled Freight Cars, and fifty Gravel Cars. Further contracts will be made so as to insure by the time of the completion of the Road a sufficient supply to accommodate its business

We have made contracts for one hundred and six Locomotives, of which there have been already delivered forty-two. The remainder will be delivered from month to month, so that the whole number will be received as rapidly as the exigencies of the business will require them.

The Cars and Locomotives are in every respect of superior quality, and in consequence of the large advance in prices of labor and materials used in their construction, could not now be contracted for, except at a material advance upon the prices fixed by our contracts.

The subject of the lands granted to the Company to aid in the construction of the Road is one of such emi-

nent importance, not only to the Stockholders, but to those who have made investments in the Bonds of the Company, on the faith of the security afforded by the pledge of these lands, requiring a great amount of labor for their proper arrangement and classification, and constant supervision, as they shall be from time to time brought into market, that the Directors have thought it expedient to organize the Land Department as a separate and distinct branch of their business, and to commit its care and management to the special charge and supervision of one officer, subject of course to the advice and direction, from time to time, of the Board of Directors.

The previous investigations of the subject by the Vice President, and his general qualifications, pointed him out as eminently fitted to take the charge of this interesting branch of the Company's business, and, at the solicitation of the other members of the Board, he has consented to do so, and has, during the year past, been laboriously engaged in attention to those duties. His report in detail, in relation to the affairs of the department, gives full information as to its present condition, and is hereto annexed as a document which will doubtless attract the attention and interest of the Stockholders.

We also annex a statistical table containing various detailed information as to the general characteristics of the Road, and of the character and topography of the country through which it passes, the names and locations of the stations, and the points of crossings of other Rail Roads. This table contains in a very concise and condensed form much information which will be interesting to the Stockholders, and valuable for future reference.

An extra Session of the Legislature of Illinois having been holden in the month of February last, the Directors deemed it judicious to ask their interposition in reference to several subjects of minor importance, but on which the

action of the Legislature might relieve the Company from some embarrassment and facilitate their operations. We found an apparent disposition to grant any reasonable facilities to the Company not inconsistent with the interests of the State or its citizens, and an Act was passed covering the material points on which action was desired.

That act having been accepted, according to its terms, by the Board of Directors has thus become a law, and a copy of it is hereto annexed for the information of the Stockholders as to its provisions.

The Interest Fund, as required by the seventh Article of the Deed of Trust, has been constituted and placed in the special charge and custody of a Committee, consisting of three members of the Board of Directors, who are to be called the "Interest Fund Committee," and as such, to have "the care and management of this Fund and the custody of the monies, properties and securities of which the same may from time to time consist, and whose duty it shall be to maintain the integrity of the Fund, to receive and collect all sums of money due and payable to the same, and to invest and re-invest the same from time to time in safe and adequate securities, so as to comply in the most ample and satisfactory manner with the eighth Article of the Deed of Trust or Mortgage."

This Fund, as appears by the Report of that Committee, amounted, on the 1st of March inst., to \$500,964.96, and is invested in bills receivable and other securities, and protected by collaterals of an undoubted character.

In conclusion, the Directors avail themselves of this opportunity to tender to the Stockholders their congratulations upon the fact that during the year past the work of constructing the Road has made such rapid progress towards completion and upon the success which has

attended all the operations of the Company up to the present time, and at the same time to express their very confident anticipations that, at the Annnal Meeting which will be holden at one year from this time, they will be able to communicate to the Stockholders the fact that the entire line of the Road and Branches is constructed and in operation.

Respectfully submitted,

BY ORDER OF THE BOARD OF DIRECTORS,

W. P. BURRALL,

President.

New York, 14th March, 1854.

REPORT

OF THE

ENGINEER IN CHIEF.

CHICAGO, January 1, 1854.

TO THE PRESIDENT AND DIRECTORS OF THE ILLINOIS
CENTRAL RAILROAD.

GENTLEMEN:—

The profiles, herewith presented, of the entire line of the Road, are colored so as to show the amount of work done on each section, and will give you a general idea of the progress and present condition of the work.

The entire line is divided into Twelve Divisions, commencing at Cairo. The 1st Division extends from Cairo to Big Muddy River, sixty miles.

On this Division there are 52 miles graded, ready to receive the superstructure, and only 8 miles in an unfinished state. Mr. Ashley, (the Engineer in charge,) reports, (and he knows well the difficulties to be encountered,) the 1st of March as the latest day for the completion of the grading, to receive the superstructure from the extreme point at Cairo to Cache River. From Cache River, the track was laid on the first of January 20 miles, and is progressing with a very good force. On this Division the track will not be detained on account of the grading, and as the line from

Cairo to Cache River may be laid by a separate party at the same time, I feel great confidence in assuring you that the track will be laid through this division by the first of July next.

Second Division.—This Division extends from Big Muddy River to Centralia, the junction of the Chicago Branch, and is 52 miles long; 46 miles of the grading are completed; 6 miles only are in an unfinished state; $7\frac{1}{2}$ miles of track are laid on this Division, from Big Muddy north, 700 men are employed on this Division, and as there are now 23 miles entirely completed in advance of the track, no interruption of track laying will occur here on account of the grading, and I confidently anticipate its entire completion by the first of August next. The ties, are all delivered. 3500 tons of iron were brought up the Big Muddy to the line of the Road last Spring, and the balance to complete this Division, will be brought at high water next Spring.

Third Division.—This Division extends from Centralia to the north end of the 155th mile, and is 43 miles long, 27 miles of the grading are completed, and 16 miles unfinished. Owing to a great scarcity of laborers, and the inconvenience and difficulty of getting them to go so far in the interior of the country, and owing also to the magnitude of the work in crossing the wide flats of the Okaw River, and a number of other streams of no inconsiderable size, this division is not so nearly completed as most of the others, but, it being at a point where our track, laying from the south, and from the north, will meet. I feel confident it may be completed before it is required for the track. The ties, except a few that are being procured on the 4th Division, are already delivered.

Fourth Division.—This Division extends to Decatur and is forty-nine miles long; 43 miles of the grading are com-

pleted, and 6 miles unfinished. I have every assurance from Mr. Plant, the Engineer in charge of this Division, that the track laying may be commenced at Decatur by the 1st of March, and continued south without interruption.

The Great Western Road from Naples and Springfield will, as I am informed, be completed to Decatur some time in February, and Iron for laying the Road south of that point will be brought in over that Road, and I anticipate having the entire Division laid by the 1st of July next.

Fifth Division.—This Division extends from Decatur to Bloomington, 44 miles ; 40 miles of the grading are completed, and 4 miles unfinished ; there is very little to do at grading on this Division, except at Salt Creek, where the work is very heavy, and was very much delayed during several months last season on account of sickness. It is now progressing rapidly, and although the track laying, which is now within a few miles of it, may be delayed to some extent here, yet I do not anticipate such a delay as to prevent the entire completion of this Division by the 1st of July next. There are now 16 miles of track laid on this Division.

Sixth Division.—This Division extends from Bloomington to Lasalle, 60 miles. The entire grading on this Division is completed, and the track laid, except for about 4 miles on the south side of the Illinois River, the work at this point is of great magnitude, being by far the heaviest of any portion on the line—great difficulties and scenes of riot have occurred at this point, causing the death of Albert J. Story, an able and efficient contractor, by violence from his men.

These scenes of violence, are the result, in most cases, of the free use of Whiskey by the men, which has been the cause of more delay, more violence and bloodshed, than any other one thing.

The southern portion of these 4 miles is in the hands of Mr. Radigan, who is now making rapid progress, and will complete his portion of it at an early day. The central and much the heaviest part of the work, is now in the hands of George Barnett, a Contractor of great experience and great energy, accustomed to manage heavy and difficult work, and who, I believe, has never yet failed to complete any work he has undertaken, and what is of very great importance, to complete it within the time agreed upon. The rapid manner in which he pushed on the heavy masonry of the Lasalle Bridge, during the past season, under many disadvantages and discouragement, is an evidence of what may be expected of him in this case.

The work immediately south of the Bridge is in the hands of Stevens & Slocum, who are now working nearly 150 teams and pushing their work with great energy.

The piers at Lasalle Bridge, (which is about 3000 feet long and 75 feet above low water,) are completed except three, these may readily be done in May next; 4 spans of 160 feet each, are already on the piers, and the whole may easily be done by the first of June or July next. I confidently anticipate this work to be so far completed as to enable the track to be laid over it by the first of August next.

The first to the 6th Division both inclusive, comprise, what is termed in the Charter, the main trunk of the Road.

The time of completion, specified in the Charter for this part of the Road, is drawing nigh, and I am well aware of its importance and that there should not be a particle of doubt as to its accomplishment. I have stated that the first and second Divisions would be completed by the 1st of August, and the 4th and 5th, by the first of July next,

all of this is entirely practicable and may be done without any extraordinary effort. But suppose we say the 1st of August for the 4th and 5th Divisions, we then have the third Division of 43 miles to lay, with the opportunity of laying from each way, and allowing 10 miles per month, for each party would accomplish it by the 1st of October, nearly 6 months before the time specified in the Charter. Allowing for all reasonable contingencies, I think the main trunk *must* be completed early next fall.

Seventh Division.—This Division extends from Lasalle to Freeport, 79 miles. 51 miles of the grading are completed, and 27 unfinished, 13 miles of track are laid on this Division, and two miles of temporary track, extending from Lasalle to Mendota, at the junction of the Aurora and Military Tract Road, with the Illinois Central, and this is now being run over by the trains of the Aurora Rail Road. There are several points on this Division where the work is quite heavy, still I anticipate no delay in laying the track from the time we may reasonably expect to receive Iron from New-York, in the Spring.

Eighth Division.—This Division extends from Freeport to Dubuque, and is 67 miles long; 52 miles of the grading are completed and fifteen miles unfinished, twenty-five miles of the track are laid, and the trains of the Galena and Chicago Union Rail Road, are now passing over it daily, leaving but 25 miles more to reach navigable water at Galena, and but 42 to reach Dubuque. The grading is about entirely done to Apple River, some seven miles in advance of where the track is now laid. But at Law's Cut and Scales Mound, points 12 and 16 miles east of Galena, the work is very heavy, and a portion of it very difficult. Some delay occurred at Scales Mound, where the largest portion of the work is to be done on account of the difficulties in the location at Galena, and since it was resumed, the scarcity of men and other difficulties have retarded its progress.

There is a stronger force on these points now than at any one time before, and the Contractors have been notified to increase their force still farther, so as to complete it an early day next season.

There are about 1000 tons of Iron at Galena, which may be laid east of that point, so as to open the Road in a very short time after the completion of the rock work at Scales Mound. From Galena to Dubuque, the grading is nearly done, except for a few miles immediately west of Galena this work being heavy and a portion of it not yet commenced, will require until fall to complete it. This whole Division may be in operation during this year.

Ninth Division.—This Division extends from Chicago to Bourbonnais, 56 miles. The entire track is laid on this Division, and has been in operation since July last. The Lake Shore protection for about $2\frac{1}{2}$ miles along Lake Michigan, is so far completed as to protect our track and enable us to run our trains up to the Harbor. These works have stood the test of several severe gales, and it is confidently anticipated they will answer all the purposes contemplated.

Tenth Division.—This Division extends from Bourbonnais to Urbana, 72 miles. 64 miles of the grading are completed, and 8 miles unfinished.

Forty miles of track are laid, and regular trains are now running 86 miles south of Chicago. One party of track layers are now engaged on this Division, but as our supply of Iron is nearly exhausted, I fear they may be obliged to discontinue their work before a supply can reach us in the spring.

I would suggest in connection with this, that a part of the Iron, now in Buffalo, be forwarded, on the opening of

Navigation, to Detroit, and thence by Rail Road to this place.

Eleventh Division.—This Division extends from Urbana to Wabash Point, 48 miles. 42 miles of the grading are completed, and 6 miles unfinished. The whole will be completed early in the spring.

Twelfth Division.—This Division extends from Wabash Point to Centralia, at the junction of the Main Trunk, and is 74 miles long; fifty one miles of the grading are completed, and twenty-three miles unfinished.

Wabash Point, the crossing of the Little Wabash River and Dismal Creek, are heavy points on this Division, and the only ones where there can be any doubt of an early completion.

The same difficulties have operated against this Division as against the 3rd Division. But no difficulty is anticipated in completing it by the time it is needed for laying the track.

Very respectfully submitted,

R. B. MASON,
Chief Engineer.

ILLINOIS CENTRAL RAIL ROAD OFFICE, }
CHICAGO, March 10th, 1854. }

WM. P. BURRALL, ESQ.

President Ill. Cen. R. R. Co.

DEAR SIR:—Since my report of January 1st, although a large amount of work has been done, no great addition has been made to the number of miles actually completed. I annex hereto a table showing the exact condition up to 1st inst., of each Division as to number of miles graded; number of miles unfinished, and miles of track laid; from which you will perceive that more than 600 miles are completely graded, and that on 270 miles of this the track is laid.

One half of the $102\frac{1}{2}$ miles on which the grading is incomplete, will be completed within the next two months.

The reports of all my assistants, from the different Divisions, are favorable as to the progress of the work and I see nothing at this time to indicate that there will be any delay, in the completion of the work beyond the time mentioned in my last report. Our track laying is progressing rather moderately in the northern part of the State, as we have laid nearly all the Iron we have here. On the first Division, however, there will be no delay, and probably none on the second, if we have the usual rise of water in the Big Muddy River, to enable us to get up an additional supply of Iron.

The Great Western Road will, I learn, soon be opened to Decatur, so that probably by the 1st of April we shall be able to commence laying track from that point south. Arrangements are made for transporting Iron from St. Louis to Naples, until it can be delivered there from New Orleans.

The prospect now is that there will be no unusual demand for labor this Spring, and if so, I anticipate the entire completion of our grading within the time mentioned in my last report, and appearances at the present time are equally favorable for the completion of the track.

Very respectfully,

Yours, &c.,

R. B. MASON,

Chief Engineer.

TABLE

Showing the exact condition up to 1st March, 1854, of each Division as to number of miles Graded, number of miles unfinished, and miles of Track laid.

Number of Division of Road.	Length of the Division.	Miles of Grading unfinished.	Miles Grading finished.	Miles Track laid.
Division 1	60 miles,	2.90	57.10	31
" 2	52 "	4.70	47.30	21
" 3	43 "	16.	27.	
" 4	49 "	9.	40.	
" 5	44 "	2.89	41.11	23
" 6	60 "	4.	56.	56
" 7	79 "	20.	59.	14
" 8	67 "	13.	54.	25
" 9	56 "		56.	56
" 10	72 "	4.	68.	44
" 11	48 "	3.	45.	
" 12	74 "	23.	51.	
	704 miles,	102.49	601.51	270

TABLE, SHOWING THE ALLIGNMENT OF THE ROAD.

Division.	Tangent.	Curve.
1	38.11 miles,	22.68 miles,
2	50.94 "	1.06 "
3	39.30 "	3.72 "
4	47.67 "	1.56 "
5	41.60 "	.97 "
6	55.94 "	4.58 "
7	66.00 "	11.85 "
8	49.00 "	19.42 "
9	54.28 "	2.01 "
10	70.52 "	.53 "
11	47.36 "	.90 "
12	68.68 "	5.32 "
	<hr/> 629.40	<hr/> 74.60

It will be perceived from the above table, that there is nearly 90 per cent. of straight line, and of the curve line probably 7-8 is of so large a radius as to make it practically almost equal to a straight line.

REPORT
OF THE
VICE PRESIDENT
ON THE SUBJECT OF THE
LANDS GRANTED TO THE COMPANY.

To the Directors of the Illinois Central Railroad Company.

GENTLEMEN :—

Having been specially charged with the care and management of the lands that have accrued to the Company, under the Act of Congress of Sept. 20, 1850, entitled "An Act granting the right of way and making a grant of land to the States of Illinois, Mississippi and Alabama, in aid of the construction of a Railroad from Chicago to Mobile," and the Act of the General Assembly of the State of Illinois, approved February 20, 1851, entitled "An Act to Incorporate the Illinois Central Railroad Company, I beg leave to submit this, my first Annual Report in relation thereto :

As soon as the location of the Road was determined, application was made to the Commissioner of the General Land Office at Washington, for the cession of the sections designated by even numbers, for six miles on each side of the line of the Road and Branches, which had not been sold or become subject to the right of pre-emption, and for liberty to select from the contiguous sections within 15 miles, a quantity equivalent to that which had been so sold or pre-empted. Difficulties however were interposed, and

questions of grave import raised in relation to the construction of the Act of Congress which delayed the formal recognition of the rights of the Company, until the 12th of March, 1852, when 2,589,498 97-100 acres, were duly certified to the Company by the proper authority.

Errors in estimating the area were subsequently discovered, as also in the addition of the lists. These have been corrected, and the quantity to which it is decided the Company is entitled is 2,595,053 14-100 acres. It was also found on comparing the lists of selections with the plats, tract books and other evidences of sales in the local land offices, that discrepancies existed conflicting with the Schedule to which the Certificate of the Department had been appended, and in consequence some tracts within the six miles have been erased, and others not sold have been included, and various corrections made in the selections.

Within the last month, the corrected lists for each County have been obtained from Washington, with official confirmation of the same, so that they may be used in all the Courts in Illinois as proof of the property of the Company, in any suits for trespass or otherwise, and be referred to as the origin of title in all future time. The quantity thus certified to now amounts to 2,593,859 89-100 acres, of which 1,196,430 42-100 are within, and 1,397,526,01-100 acres are outside the six miles line. To make up the whole quantity, about 1,200 acres are yet to be selected. This has been postponed, as it is possible some land to which the Company is entitled may yet be found vacant within the six miles. It can be selected at any time.

The new lists were not completed before a question of great importance arose under an Act of Congress, approved Sept. 28, 1850, granting the swamp and overflowed lands to the several States in which they might be found to lie. In Illinois this grant was transferred by the State to the several Counties, and the selections by the officers of the latter, embraced some of the lands contained in the Company's list. The priority of the title of the Company has, however, been confirmed by the Department, and no question now exists of its full and indefeasible right to all the lands that have been certified to it.

By the 25th Section of the Act incorporating the Company, it is provided that the owners of Improvements on the 20th Sept. 1850, on any lot of the lands granted to the Company, holding the same with a view to occupation for agricultural purposes, shall have a right to purchase, not exceeding one quarter section, at \$2½ per acre, if certain conditions as to time of filing the proof, and paying the money be complied with. Under this Section, claims of right to purchase about 150,000 acres have been made, and about 44,000 amounting to \$110,000 have been allowed and the money received. As the time for payment will not expire until the end of this year, and no claim is adjusted until the money is tendered, it may reach 100,000 acres, or \$250,000.

The Charter provides that a portion of the lands donated to the Company, not exceeding one-fourth part thereof in value, to be designated by the Company, shall be held by the Trustees, free from all incumbrances for purposes of sale, &c. In order to do this, the best information of their character that could be obtained was required, and it has been sought in the field notes, descriptions and remarks of the Government Officers, by whom the State has been surveyed. Maps indicating the Prairies, Timber, Swamps, Sloughs, Rivers, Roads, Towns and Settlements, have been prepared with great care. There were no market prices to furnish a guide to their comparative value. Their agricultural capability was the only test that could be applied to obtain it, and thereby select the required fourth part in value.

To simplify the process, the whole was divided into eight classes, No. 1 representing the worst and No 8 the best, or specially valuable tracts, and each class was appraised at the number of dollars represented by the figure of its class, thus indicating the relative value of each tract. In adopting rules under which to select the Free Lands, regard was had to convenience, simplicity of arrangement, and the means of facilitating settlements near the Road. They were, 1st. To take all in any Section to any part of which any claim had been advanced. 2d. All in any Section in which the Company owned 320 acres, or less. 3d. All Sections or parts of Sections through which the Road passes; and 4th. Enough to make up the quantity required by selecting arbitrarily from the balance.

The next object was to fix the selling prices of the mortgage, and thus incidentally to some extent of the Free Lands. In doing this, the value for agricultural purposes as already ascertained, is assumed as a basis. This is modified by the position of each tract, by adding \$16 to the first price and deducting from the aggregate, one dollar for each mile of distance it lies from a station. This allows a possible range from one dollar to twenty-four dollars per acre. The poorest land 16 miles from a Depot would be valued at \$1 per acre, and the best, within one mile of it at \$24. In this way they are divided into four classes :—1st. All valued at \$20 and over ; 2d. All at \$15 and under \$20 ; 3d. All at \$8 and under \$15 ; 4th. All under \$8.

The Indenture with the Trustees, prescribes that 50,000 acres shall be set apart, no one of which shall be sold for less than \$20 per acre, until one million of dollars has been actually realized therefrom ; that 350,000 acres shall bring \$15 or \$5,250,000, 1,300,000 acres \$8, or \$10,400,000, and 300,000 acres \$5, or \$1,500,000.

To effect this object, I propose to select 50,000 acres from the highest valuations, as obtained by the process already stated, and hold these for sale by special contract, not of course less than \$20 per acre. The next in value to the extent of 350,000 acres, will be held at \$15 ; then 1,300,000 acres at \$8, and the balance at \$5, until it shall be deemed expedient to advance these rates.

If, however, these prices should be now demanded in cash, it might retard the settlement of the country, by forcing population farther West. This is neither for the interest of the Company or the State. The recent modification of the Charter will permit a course, that, while it will ultimately insure high prices, will enable us to dispose of these lands at an early date, and to actual settlers. That course will be, to be liberal to this class of purchasers, to give them long credits, and to those who make early application charge low rates of interest, conditioned that they make and continue to make certain stipulated improvements. At the same time every discouragement should be thrown in the way of those who buy on speculation, with a view to holding the lands out of the market, and consequently preventing their cultivation. To such the terms should be cash down and no abatement.

It will probably be the best policy to select some 4 or 500,000 acres, scattered in different parts of the State, where the Road is completed, to be first offered, the first class at prices to be determined by special contract for each tract, not less than \$20 per acre, the 2d. at \$15, the 3d at \$8, and the 4th at \$5. The best locations will of course be first selected, but the progress of the population will soon bring them all up to the fixed standard.

Independent of the facilities offered by a judicious system of credits, other means may be adopted for promoting the prosperity of the State.

Plank Roads extending from the Stations across the Prairies for ten, fifteen or twenty miles, could be laid at a very moderate expense, and would vastly improve the value of land and facilitate the carriage of its produce, while they would probably yield a fair income on the capital invested in them. The Company may greatly encourage their establishment, by offering to transport the material on their Road free from expense, and would, I have no doubt, soon be fully remunerated in the impulse given to the price of their lands, and the increased traffic on their Road.

The mineral product of Illinois is yet undeveloped, but it is not unknown. Vast beds of Coal underlie the whole Southern portion of the State, and here also it has been reported that Iron Ore has often been met with, and that strata of Superior Marbles' have recently been discovered. Salt Springs are known to exist in the Wabash Country. The Lead Mines in the Northwest have long been worked, and with the introduction of cheap Coal may no doubt be made very valuable. The soil is everywhere celebrated for its extreme fertility.

A geological survey by competent persons of some portion of the Company's lands, might result in very important advantages, and would at any rate concentrate a kind and amount of information very essential to a just appreciation of their true character.—An outlay of a few hundred dollars in an attempt of this sort, could scarcely be made without a corresponding benefit.

Some encouragement might be given to the erection of Steam and Water Mills, especially for the manufacture of lumber and staves, that would afford a large business for the Road, and prove exceedingly convenient to the whole State.

The diffusion of agricultural information, and the best mode of availing of the advantages of its soil and climate among residents in the State, and of the nature of its productions, the yield of its crops, the mode and cost of reaching this part of the country, and the best mode of operating after it is reached, among those in the Eastern States, or in Europe, disposed to avail of its advantages, might be attempted by means of the local newspapers and periodicals of established reputation. It would soon have the effect to introduce improved modes of culture and building, and a larger and better immigration than has ever been known before.

The Prairies of Illinois only want population to make them the granary of the Western Continent. They exist here in their broadest extent, and in the highest degree of fertility. It is the very centre of these central Prairies that is traversed by your Rail Road, and until its construction, they have been shut out from all attempts at cultivation by the very fertility that made them impassible by ordinary Roads.

Now, if by a judicious system in the disposition of these lands, they can be placed generally in the possession of those who will cultivate them, the great object of the Company will be effected. To do this, information must be placed within reach of those who will leave their present homes for this purpose. Agencies must be established both in the Eastern States and in Europe, where the character of each tract may be ascertained, the expense of reaching it be fixed, and the purchase consummated.

These lands are scattered through 47 Counties. All that can, under the Charter, be now offered for sale, to wit: All adjacent to the finished part of the Road are fully arranged and wait only a meeting of the Trustees, which will shortly be held in New-York, to be put in the market, should such be the decision of the Board.

It should be understood that the recommendation to grant long credits, is intended to be applied only to the Prairie, and not to Timber lands. The reason is obvious, while cultivation will improve the security of the former, the destruction of the timber will impair it in the latter case, but some advantage may be given to the early purchasers, in another form. It should also be stated, that the Company will always feel at liberty to withdraw any tract from sale, and to advance the prices, on giving reasonable notice

With these explanations, the preceding remarks will, I presume, furnish a correct idea of the policy of the Company.

In these lands, they hold a trust of vast importance to the State of Illinois, to their own Stockholders and to the owners of their Bonds. Whatever their engagements to the latter will permit them to do, to induce an influx of population and the cultivation of the soil, will undoubtedly prove most beneficial to the two former. In criticising their measures, it must be recollected that this enterprise was commenced under extraordinary circumstances, and that extraordinary stipulations were required, to give confidence in their securities, and thereby enable them to obtain the means for its completion. Whatever these stipulations demand, must be inflexibly adhered to. If the prices they fix are apparently high, when compared with those of the Government, it should be remembered that they are asked only when their produce has become trebled in value by the access which is made to them, and that they now offer an investment from which it is easy to realize an income of from 50 to 100 per cent., per annum. Independently of this, the surplus money will not be demanded until the purchaser has had the opportunity to earn it, even after making full provision for the support of his family, while, being required in cash, from those who will not improve the lands, they will relieve the country of that greatest bane, a non-resident proprietary. An identity of interest being thus established between the Company and the State, the prosperity of one is the index of the success of the other. If the lands shall have supplied the means of building the Road, the Road will be the means of making the lands available. If the income of the Company be large, the State Treasury will overflow. If the individual Stockholders obtain a premium for the invest-

ments they have made, and the risks they have run, the citizens of Illinois will be relieved from taxation, and be made wealthy by the rapid increase in the value of their property. All will be benefited, and all therefor should unite in one effort to complete what has been so auspiciously begun, the settlement and cultivation of the State of Illinois.

Respectfully submitted,

DAVID A. NEAL,

Vice President Ill. Cen. R. R. Co.

New-York, March 14, 1854.

State of Illinois.

AN ACT to amend the Act incorporating the ILLINOIS CENTRAL RAIL ROAD COMPANY.

SEC. 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly ; That so much of section sixteen of the Act incorporating the said Company as requires that lands in said section mentioned, to be sold for cash in hand, or Bonds of the said Company at par, be, and the same is hereby repealed, and the said lands may be disposed of, upon such credit as may be deemed expedient, by contracts for sale and conveyance, provided however, that no conveyance of the title of any such lands shall be made, until the whole purchase money agreed to be paid therefor, shall be made either in cash or the Bonds of the Company, at par.

SEC. 2. That whenever it has been found necessary, from any cause, to deviate in the construction of the Road of said Company, or of the Branches thereof, from the line originally designated, the line upon which said Road is in process of construction, shall be deemed and taken to be the line authorized by its Charter, and all the Acts and Contracts of said Company touching the same, and all payments made for the right of way, shall be as valid and effectual, as if the said Road had been originally located in every respect upon the present line of construction.

SEC. 3. In case it shall happen from any cause not now foreseen, that the said Company should be unable and fail to complete its main line within the period fixed by its Charter, it shall not be taken and deemed to be any cause of forfeiture of the franchises and Charter of said Company, but it shall have the right to complete the said Road within six months after the expiration of said time, and thereupon all its corporate rights shall be and remain as if the said Road had been completed within the period originally fixed by its Charter.

SEC. 4. The Capital Stock of said Company shall be fixed and limited at seventeen millions of dollars, and the certificates therefor may be issued, as shall be deemed expedient by the Board of Directors.

SEC. 5. In any action at law for any trespass upon any of the lands granted by the State to the said Company, or for any other cause, wherein it may become necessary to prove the interest of said Company or the Trustees, in said lands, the certificate of the Commissioner of the General Land Office of the United States, or other proper certifying officer, that the lands in question have been selected and confirmed to the State or said Company, or said Trustees, as the case may be, shall be sufficient and *prima facie* evidence of title in all the Courts of this State for the maintenance of said actions.

SEC. 6. This Act shall take effect when accepted by a resolution of the Board of Directors of said Company.

(Signed) JOHN REYNOLDS.

Speaker of the House of Representatives

(Signed,) G. KEORNER,

Speaker of the Senate.

Approved, February 28, 1854.

(Signed,) J. A. MATTESON.

1st DIVISION. Table exhibiting Diversities of Surface, Grades & Levels on the Line of the Illinois Central R. R.

N. B. The reader should bear in mind that in reading this Table he is steadily moving North.
☞ The "Base Line" of the Road is "Low Water Mark" at Cairo.

Distance from Cairo in Miles.	Stations, Towns and County Lines Red above low water mark in the above low water mark at Cairo.	Height of Road above low water mark at Cairo.	Original surface of the country.	Grade at points indicated, ascending and descending.	Nearest Geographical Landmarks of note or interest.	Whether Timber, or Bottom, or Prairie.	Topographical and descriptive remarks generally.
	Cairo Station.	41 feet.	26 feet.	Level,	Mounds up Ohio, 6 miles.	Bottom.	N. from Cairo 7 M. known as "Cacho Flats," which are subject to overflow, the waters rising occasionally 39 ft. in the river and covering them on an average, 6 ft. deep. From 8th mile country, heavily timbered and rises gradually at an average grade of 35 ft. per mile to the 10th mile. From Nashville Summit, surface falls away North at same grade to 13th mile. Thence it is nearly level to 19th mile, when Cache is crossed again. Country commences rising gradually on the 22d mile, and thence gently undulating to 26th mile. Thence surface more broken, grade rises N. 39 ft. per mile to Brady's Summit. Thence falls away again at 36 feet per mile to 30th mile, then rises again over a comparatively level surface to Jonesboro. Here is the highest point of the 1st Division and here the dividing ridge or backbone of the country between the Ohio and Mississippi Rivers. At Drury's Summit the surface commences sloping down to valley of the Big Muddy, over a very broken country, chopped up into ridges and ravines. On 56th mile the surface becomes rather more equal and even, when soon after the Bottom near Big Muddy is entered, and thence it is a low and level country but for a short distance only.
5.00	Division line Town 17 and 16,	"	36 "	do.	Mouth Yenu River, 33 miles E.	"	
6.32	Crossing Cache River,	47 "	36 "	do.	{ Paducah, Ky., 32 miles E.	"	
7.40	First Highland,	41 "	41 "	21.12 rise North,	{ Pulaski County Line,	Timber.	
	[Station not located.]						
10.74	Marseilles Summit,	129 "	174 "	36.96 "	Caledonia 5 1/2 miles East,	"	
11.26	Division line Towns 16 and 15,	112 "	114 "	36.96 fall	Unity 4 " West,	"	
17.53	" " 15 " 14,	57 "	57 "	Level,	{ Alexander Co. line 2 miles N.	Swamp.	
19.50	Second crossing Cache,	57 "	42 "	do.	{ Cache river divides Pulaski	"	
20.00	Ullin Station,	59 "	59 "	10.56 rise	{ from Alexandria on the West,	"	
24.13	Alexander and Union Counties,	85 "	102 "	21.12 "	Division Town line 14 and 13	Timber.	
26.70	South Branch Big Creek,	114 "	135 "	"	C. Girardeau, Mo. 18 miles W.	"	
29.18	Brady's Summit,	214 "	258 "	"	Golconda, Ill., 38 miles East,	"	
30.00	Month Big Creek,	182 "	167 "	36.90 fall		"	
32.60	Division line Towns 13 and 12,	260 "	267 "	39.60 rise	Vienna, 14 miles East,	"	
35.50	Jonesboro Station,	352 "	367 "	Level,	County Seat, Union County,	"	
39.30	Division line Towns 12 and 11,	350 "	359 "	36.96 fall	Mississippi River, 11 miles W.	"	
40.50	Head Waters Cache,	301 "	282 "	36.96 "	{ Johnson, Pope and Harndin,	"	
41.00	Drury's Summit,	320 "	337 "	36.96 rise	{ Counties lie East in order,	"	
45.75	Makanda Station,	183 "	176 "	21.12 fall	{ Division line Towns 11 & 10	Swampy,	
46.51	Union and Jackson Counties,	155 "	150 "	5.28 "	Williamson, Saline and	"	
52.00	Drury's Creek,	126 "	124 "	Level,	Gallatin Counties lie East	Timber,	
53.25	Division line Towns 10 and 9,	155 "	100 "	do.	in order,	"	
56.50	Marion 16 miles East,	147 "	140 "	10.56 rise	{ Indiana and Mouth Wabash,	"	
58.00	Murphreesboro 6 miles West,	110 "	110 "	26.40 "	{ 70 miles due East,	"	
59.40	Division line Towns 9 and 8,	115 "	115 "	21.12 fall		"	
60.00	Crossing Big Muddy River,	103 "	55 "				
	End of First Division.						

2d DIVISION. Table exhibiting Diversities of Surface, Grades & Levels on the Line of the Illinois Central R. R.
N. B. The reader should bear in mind that in reading this Table he is steadily moving North.
The "Base Line" of the Road is "Low Water Mark" at Cairo.

Distance from Cairo in Miles.	Stations, Towns and County Lines in and other prominent points, Railroad Crossing.	Height of Road Bed above low water mark in the Ohio at Cairo.	Original surface above low water mark at Cairo.	Grade at points indicated, ascending and descending.	Nearest Geographical landmarks of note or interest.	Whether Timber, or Bottom, or Prairie.	Topographical and descriptive remarks and notes generally.
60 00	Comm. 2d Division,	102 feet,	55 feet,	21.12 fall North,	Fredonia E. 6 miles, S. 2 miles.	Timber.	The route of the Road is a straight line from the 53rd mile to the 67th mile. On the commencement of the 2d Division the surface is undulating, and the swells are long and gentle. Prairie begins on the 67th mile and continues to the 71st, then comes Timber to the 73d mile; Prairie again, then timber follows, and on the 15th Prairie and the open Champaign country commences, level but well elevated and drained—a fine farming tract—with timber close at hand on both sides of the Road. North of Dubois Station there is a spot known as Mud Prairie, which is low, level and wet. On the 91st mile the road commences descending into the valley of the Little Muddy, and the surface is cut up into ridges and ravines; leaving this valley, the Road enters upon a fine rolling elevated Prairie with Timber again on each hand. On the 103d mile another descent begins and continues to Junction.
62 00	De Soto Station,	117 "	115 "	Level,	Chester 32 miles W. on Mississippi R. mouth Kaskaskia R.	"	
65 50	Division Town Lines, 8 and 7,	110 "	100 "	31.68 fall North,	Vergennes, 4 m. West.	Prairie.	
67 60	First Prairie North of Cairo,	123 "	127 "	Level,	{ Kaskaskia 37 m. W. Div. Towns line, 7 & 6.	Timber.	
71 50	Jackson and Perry Counties,	119 "	119 "	21.12 rise North,	St. Genevieve, Mo., 42 m. West.	Prairie.	
73 25	Com. Nine Mile Prairie,	140 "	147 "	26.40 " "	Benton 17 miles East.	"	
75 75	Du Quoin Station,	180 "	180 "	Level,	Pinckneyville, 7½ m. W.	"	
77 60	Division Town lines, 6 and 5,	150 "	153 "	26.40 fall North,	Div. line Towns, 4 & 3.	"	
80 00	Straight line of 32 miles begins,	183 "	181 "	15.84 rise " "	Nashville, 10 miles N. W.	"	
83.70	Division line Towns 5 and 4,	221 "	219 "	Level,	Mt. Vernon, 16 m. East.	"	
84 50	Dubois Station,	222 "	220 "	" "	Creek and deep ravine.	"	
89.75	Perry and Washington Co's,	242 "	242 "	13.20 rise North,	Enter Marion, 110th mile.	Timber.	
90 75	Timber on Little Muddy,	239 "	244 "	26.40 fall " "	Base Line.	"	
92 50	Crossing Little Muddy,	218 "	245 "	36.96 " "	Bellville 45 m. W.	"	
95 85	Division line Towns 3 and 2,	255 "	258 "	5.28 " "		"	
97 80	Leave Valley of Muddy,	265 "	265 "	31.68 rise " "		Prairie,	
101.80	Division line Towns 2 and 1,	250 "	259 "	26.40 " "		"	
101 33	Richview Station,	257 "	250 "	Level,		"	
103 00	Highest point on 2d Division,	283 "	283 "	26.50 rise North,		"	
108 00	Div. line Towns 1 N. and 1 S.	218 "	222 "	10.56 " "		"	
112 00	Centralia Station,	215 "	215 "	Level,		"	
	End of the 2d & 12th Divisions.					"	

3d DIVISION. Table exhibiting Diversities of Surface, Grades & Levels on the Line of the Illinois Central R. R. *N. B. The reader should bear in mind that in reading this Table he is steadily moving North.* *The "Base Line" of the Road is "Low Water Mark" at Cairo.*

Distance from Cairo in and other prominent points, Railroad Miles. Crossing.	Stations, Towns and County Lines	Height of Road Bed above low of the country water mark in the above low water mark at Cairo.	Original surface mark at Cairo.	Grade at points indicated, ascending and descending.	Nearest Geographical and other Landmarks of note or interest.	Whether Timber, or Bottom, or Prairie.	Topographical and descriptive remarks and notes generally.
112.00	Centralia Station,	215 feet.	215 feet.	Level,	Latitude 38° 35' North,	Prairie.	The surface N. from the Junction falls away to Crooked Creek, and is rough and broken to the 116th mile. The surface then becomes more level and elevated, and this continues for several miles—timber and prairie abounding in about equal quantities. On approaching the Kaskaskia or Okaw bottom, country cut up into precipitous ridges and deep ravines, but without rock any where to be found, except at the bottom of the deepest foundations. Streams occur every three or four miles, and they have cut almost perpendicularly through the hard cement of clay and sand, of which the surface seems to be composed. This division is one of the most difficult to build a Road over on the line, and the lands along it more valuable for Timber than for Farming purposes.
114.00	Division Line Towns, 1 and 2,	186 "	175 "	do.	Crooked Creek,	Timber,	
117.50	Sandoval Station,	215 "	210 "	do.	St. Louis and Cincinnati R. R.,	Prairie,	
120.00	Division line Towns. 2 and 3,	230 "	232 "	16.00 fall North,	{ Salem 9 m. E.; Carlile 12 m. W; St. Louis 56 m. West.	"	
123.20	Crossing East Fork,	204 "	178 "	Level,	Vincennes, Ia., 87 miles East,	Timber.	
126.00	Patoka Station,	222 "	220 "	8.00 rise	Kaskaskia River, 9 miles West,	Prairie.	
126.10	Division line Towns, 3 and 4,	222 "	220 "	8.00 "	Edwardsville 47 miles West,	"	
128.50	Crossing Deer Creek,	211 "	203 "	Level,	Marion and Fayette County,	Timber.	
132.00	Division line Towns 4 and 5,	220 "	200 "	38.00 rise	Richland Creek,	"	
138.00	Division line Towns 5 and 6,	193 "	173 "	Level,	Alton, 56 miles West,	"	
140.80	Crossing Kaskaskia,	195 "	180 "	24.00 rise	Broughton Road Crosses,	"	
142.00	Vandalia Station,	221 "	229 "	Level,	Newton 52 miles East,	"	
144.40	Division line Towns. 6 and 7,	233 "	235 "	36.00 fall	Ewington, 24 miles East,	"	The surface N. from the Junction falls away to Crooked Creek, and is rough and broken to the 116th mile. The surface then becomes more level and elevated, and this continues for several miles—timber and prairie abounding in about equal quantities. On approaching the Kaskaskia or Okaw bottom, country cut up into precipitous ridges and deep ravines, but without rock any where to be found, except at the bottom of the deepest foundations. Streams occur every three or four miles, and they have cut almost perpendicularly through the hard cement of clay and sand, of which the surface seems to be composed. This division is one of the most difficult to build a Road over on the line, and the lands along it more valuable for Timber than for Farming purposes.
150.50	Division line Towns. 7 and 8,	260 "	270 "	24.00 "	Latitude of Vandalia is 39° 00' 41' North.	"	
149.50	Highest point on Division,	282 "	290 "	40.00 "			
152.40	Ramsay's Creek and End of Third Division.	268 "	256 "	Level,			

4th DIVISION. Table exhibiting Diversities of Surface, Grades & Levels on the Line of the Illinois Central R. R. *N. B. The reader should bear in mind that in reading this Table he is steadily moving North.* *☞ The "Base Line" of the Road is "Low Water Mark" at Cairo.*

Distance from Cairo in Miles.	Stations, Towns and County Lines and other prominent points, Railroad Crossing.	Height of Road Bed above low watermark in the Ohio at Cairo.	Original surface of the country above low water mark at Cairo.	Grade at points indicated, ascending and descending.	Nearest Geographical landmarks of note or interest.	Whether Timber or Bottom, or Prairie.	Topographical and descriptive remarks and notes generally.
152.40	Comm. 4th Division, .	268 feet,	256 feet,	Level,		Timber.	Country about Ramsey's Creek exceedingly broken, swampy and heavily timbered—the 155 and 156 level, but the rough country commences again on the 158th mile and continues two miles; then the Road enters a fine, level, elevated Prairie, which continues without interruption to 187th mile, Prairie fine, rolling and dry, beautifully rich and fertile, with long and gentle undulations. This Prairie continues to rise slowly on great waves of several miles in length, then falls away again. On the 198th mile the highest point is reached, and the surface falls away suddenly into the bottom of the Sangamon, where the cuts and embankments in crossing ridges and ravines are very heavy.
154.00	Oconee Station, .	278 "	276 "	6.00 rise North,		"	
156.50	Division line Towns. 8 and 9,	372 "	357 "	Level,	Hillsboro, 20 miles West,	"	
157.00	Ash Creek, .	326 "	336 "	40.00 rise North,		"	
159.50	Fayette and Shelby Counties,	372 "	357 "	Level,		Prairie,	
162.50	Division line Towns. 9 and 10,				Carlinville, 40 miles West,	"	
164.00	Temorah Station, .	395 "	393 "	Level,		"	
166.00	Alton and Terre Haute R. R.	382 "	392 "	29.00 ft. fall N.,	Timber 2 miles East and West,	"	
168.75	Division line Towns. 10 and 11,	393 "	390 "	Level,	Shelby and Christian Counties,	"	
171.50	Pana Station, .	397 "	390 "	"	Shelbyville 16 miles East,	"	
174.90	Division line Towns. 11 and 12,	395 "	385 "	"	Chicago Branch, 36 miles East,	"	
180.75	Tecusha Station, .	357 "	354 "	6.00 ft. fall N.,	Charleston, 46 miles East,	"	
181.60	Division line Towns. 12 and 13,	359 "	364 "	Level,	Taylorville, 18 miles West,	"	
187.20	Division line Towns. 13 and 14,	327 "	329 "	14 ft. fall North,	Stonington, 6 miles West,	"	
188.25	Madamequa Station, .	338 "	342 "	12.00 rise "		Timber.	
190.15	Shelby and Macon Counties,	335 "	329 "	Level,		Prairie.	
193.35	Division line Towns. 14 and 15,	377 "	377 "	34.00 ft. rise N.,	Livingston, 18 miles East,	"	
194.00	Macon Station, .	437 "	432 "	Level,	Chicago Branch, 36 miles,	"	
198.00	Highest point on Division,	449 "	449 "	"		"	
199.66	Division line Towns. 15 and 16,	413 "	402 "	"	Springfield, 35 miles West,	"	
203.50	Crossing Sangamon, .	346 "	320 "	"	Rochester, 28 miles West,	Timber.	
204.00	Decatur Station, .	387 "	384 "	"	Great Western Railroad of Illinois crosses, .	"	

5th DIVISION. Table exhibiting Diversities of Surface, Grades & Levels on the Line of the Illinois Central R. R.

*N. B. The reader should bear in mind that in reading this Table he is steadily moving North.
 [The "Base Line" of the Road is "Low Water Mark" at Cairo.]*

Distance from Cairo in Miles.	Stations, Towns and County Lines and other prominent points, Railroad Crossing.	Height of Road Bed above low water mark in the above low water mark at Cairo.	Original surface	Grade at points indicated, ascending and descending.	Nearest Geographical Landmarks of note or interest.	Whether Timber, or Bottom, or Prairie.	Topographical and descriptive remarks and notes generally.
204.00	Comm. 5th Division,	387 feet.	384 feet.	10.00 rise North,	Illinois, 16 miles West,	Prairie.	North from Decatur, road enters
206.00	Division line Towns. 16 and 17,	398 "	402 "	26.00 fall "	Cleveland, 5 miles West,	"	upon an open, gently rolling Prairie
212.50	Division line Towns. 17 and 18,	400 "	406 "	10.00 rise "	Monticello 19 miles East,	"	country, admirable for its grazing
217.00	Maroa Station,	437 "	445 "	Level,	Division 18 & 19 Towns, lines,	"	qualities, and so continues for eight-
218.10	Macon and De Witt Counties,	424 "	424 "	do.	Salt Creek: 14 miles North,	Timber.	teen miles to the Salt Creek timber.
221.00	Salt Creek Timbers,	432 "	447 "	40.00 fall "	Franklin, 4 miles West,	"	Beyond that point the surface gradu-
222.50	Salt Creek Bridge,	404 "	366 "	Level,	Urbana, 40 miles East,	"	ally rises, and the swells on the
223.50	End Salt Creek Timbers,	460 "	463 "	40.00 rise "	De Witt, 8 miles East,	"	Prairie are long and regular. Rolling
224.00	Division line Towns. 19 and 20,	435 "	444 "	22.00 "	Division line Towns. 20 and 21,	"	Prairie continues along the whole
225.50	Clinton Station,	448 "	456 "	Level,	Long Point Timbers 2 1/2 S.	Prairie.	line, except where, for a mile or two,
230.00	Wappellall Station,	463 "	466 "	do.	Randolph's Grove P. O.	Timber.	timber is found on each bank of the
234.00	DeWitt and McLean Counties,	461 "	466 "	do.	Bridge, 2 arches 30 feet,	"	streams. A mile after crossing the
236.00	Division line Towns. 21 and 22,	464 "	476 "	40.00 fall "	Dowson's Grove, 15 miles East,	"	Kickapoo the surface breaks suddenly
237.00	Kickapoo Creek,	450 "	436 "	Level,	Rogers' Farm, 5 miles East,	Prairie.	into sharp ridges and deep ravines,
242.30	Division line Towns. 22 and 23,	519 "	526 "	do.		Timber.	which continue to the 240th mile.
246.00	Highest point on 5th Division,	577 "	582 "			"	
247.00	End of 5th Division,	549 "	540 "	32.00 fall "			

6th DIVISION. Table exhibiting Diversities of Surface, Grades & Levels on the Line of the Illinois Central R. R.
N. B. The reader should bear in mind that in reading this Table he is steadily moving North.
[The "Base Line" of the Road is "Low Water Mark" at Cairo.]

Distance from Cairo in Miles.	Stations, Towns and County Lines and other prominent points, Railroad Crossing.	Height of Road Bed above low water mark in the Ohio at Cairo.	Original surface of the country above low water mark at Cairo.	Grade at points indicated, ascending and descending.	Nearest Geographical and other landmarks of note or interest.	Whether Timber, or Bottom, or Prairie.	Topographical and descriptive remarks and notes generally.
248.00	Bloomington Station, .	544 feet,	552 feet,	Level,	Dividing line Towns. 23 and 24, Illinois river, 44 miles West, .	Prairie.	The route of this division traverses one of the most magnificent Prairies in the State, both in extent and the grandeur of its features. This Prairie lies between the Illinois on the West and the Wabash on the East, and the surface slopes on each side, and the Railroad Line is located very nearly over the course of the highlands or ridge. But one or two streams are crossed by the Railroad, on the banks of which Timber may always be found, and several Groves flank the Road, both on the East and West. Between the Wenona and Tonica Stations the surface is rather more broken; and on the 302d mile the descent commences into the bottoms of the Illinois down the valley of the Vermillion.
248.60	Crossing Sugar Creek, .	514 "	484 "	40.00 fall North,	Highest point E. Illinois river, .	Timber.	
253.00	Highest point on 6th Division, .	588 "	598 "	"	Pekin, 36 miles West, .	Prairie,	
255.50	Division Towns, line 24 and 25, .	513 "	514 "	"	Hudson Settlement, .	"	
256.50	Hudson Station, .	485 "	479 "	"	Mackinaw, 3 miles East, .	"	
261.00	Crossing Mackinaw, .	419 "	369 "	"	Division line Towns. 25 and 26, .	Timber.	
261.25	Kappa Station, .	419 "	431 "	Level,	Division line Towns. 26 and 27, .	Prairie,	
267.00	Division McLean & Woodford, .	463 "	468 "	"	Peoria, 29 miles West, .	"	
269.25	Panola Station, .	434 "	442 "	"	Timber, ½ mile East, .	"	
271.60	Brewers' Grove, .	419 "	400 "	"		"	
273.00	Division line Towns. 27 and 28, .	419 "	415 "	19.00 rise North,		"	
277.25	Minonk Station, .	465 "	459 "	10.00 rise "		"	
279.00	McLean & Marshall Counties, .	450 "	450 "	4.00 rise North,	Division line Towns. 28 and 29, Illinois river, 20 miles West, .	"	
285.00	Division line Towns. 29 and 30, .	420 "	415 "	Level,	{ Fort Wayne and Lacon Air	"	
287.00	Wenona Station, .	424 "	425 "	"	{ Line Railroad, 1 mile South,	"	
291.10	Div. line Towns. 30 and 31, .	378 "	372 "	"		"	
	enters Putnam County,						
297.30	Division line Towns. 31 and 32, .	409 "	406 "	12.00 ft. fall N.,	Hennessin, 14 miles West, .	"	
299.75	Tonica Station, .	374 "	370 "	4.00 ft. fall N.,	Vermillion river, East, .	"	
303.75	Division line Towns. 32 and 33, .	348 "	315 "	36.00 ft. fall N.,	Putnam and La Salle County, .	Timber.	
307.20	Bottom Illinois River, .	231 "	151 "	Level,	Bridge, 2990 feet long, .	Bottom.	
308.00	End of 6th Division, .	231 "	163 "	"	Cross Illinois and Mich. Canal, .	"	

7th DIVISION. Table exhibiting Diversities of Surface, Grades & Levels on the Line of the Illinois Central R. R.

N. B. The reader should bear in mind that in reading this Table he is steadily moving North.

☞ The "Base Line" of the Road is "Low Water Mark" at Cairo.

Distance from Cairo in Miles. Crossing.	Stations, Towns and County Lines in and other prominent points, Railroad.	Height of Road Bed above low water mark in the Ohio at Cairo.	Original surface of the country above low water mark at Cairo.	Grade at points indicated, ascending and descending.	Nearest Geographical landmarks of note or interest.	Whether Timber, or Bottom, or Prairie.	Topographical and descriptive remarks and notes generally.
309 50	Commencement 7th Division,	231 feet,	231 feet,	40.00 rise North,	La Salle Station,	Prairie.	The bridge across the Illinois river is a work of great magnitude, and the preparation for the superstructure has been the heaviest job on the line. The bluffs on this river being both high and precipitous. On the route of the Road North from La Salle, to the Mendota Station, the country is a comparatively level rolling prairie. Beyond that station the swells become heavier and the ridges more abrupt and broken, and so continues to Rock river. The bluffs and swells on the North and South side of the river are steep, and from Dixon to Freeport the country is a heavily rolling prairie, with a rich deep soil, well drained, and well watered, with groves of timber clustering here and there, and now being crossed, and now flanking the line of the Road.
311 20	Division line Towns. 33 and 34,	370 "	365 "	40.00 "	Princeton, 18 miles West,	"	
317 35	Division line Towns. 34 and 35,	386 "	391 "	10.00 "	Troy Grove, 4 miles East,	"	
323 60	Division line Towns. 35 and 36,	450 "	460 "	24.00 "	Rock Island, 78 miles West,	"	
324 00	Mendota Station,	470 "	460 "	Level,	Military Tract Road,	"	
327 80	La Salle and Lee Counties,	582 "	602 "	40.00 rise North,	Mississippi river, 48 miles W.	"	
332 50	Soublett Station,	597 "	600 "	Level,	Palestine Grove, West,	Timber.	
333 50	Summit bet'n Illinois & Rock R.	641 "	640 "	32.00 ft. fall N.,	Mississippi river, 45 miles W.,	"	
335 50	Division line Towns. 19 and 20,	586 "	593 "	22.00 ft. fall N.,		Prairie,	
339 75	Amboy Station,	454 "	450 "	Level,	Dividing line Towns. 21 and 22,	Timber.	
344 00	Division line Towns. 20 and 21,	527 "	529 "	40.00 ft. fall N.,	6 spans, 160 feet each,	"	The bridge across the Illinois river is a work of great magnitude, and the preparation for the superstructure has been the heaviest job on the line. The bluffs on this river being both high and precipitous. On the route of the Road North from La Salle, to the Mendota Station, the country is a comparatively level rolling prairie. Beyond that station the swells become heavier and the ridges more abrupt and broken, and so continues to Rock river. The bluffs and swells on the North and South side of the river are steep, and from Dixon to Freeport the country is a heavily rolling prairie, with a rich deep soil, well drained, and well watered, with groves of timber clustering here and there, and now being crossed, and now flanking the line of the Road.
350 00	Bluff, South Rock river,	491 "	491 "	Level,	Bluffs, West side Rock river,	"	
352 00	Dixon Station,	439 "	428 "	40.00 rise "	Mississippi river, 30 miles W.,	Prairie,	
353 00	Rock river bridge,	400 "	357 "	40.00 "	Buffalo Grove P. O.	"	
357 00	Line Ogle and Lee Counties,	530 "	535 "	Level,	Oregon, 13 miles East,	Timber.	
361 60	Division line Towns. 22 and 23,	525 "	533 "	40.00 rise "	Dividing line Towns. 24 and 25,	"	
364 33	Buffalo Grove Station,	568 "	578 "	Level,	Small Creek, North and South,	"	
367 50	Division Towns. line 23 and 24,	583 "	582 "	40.00 ft. fall N.,	Towns. 25 & 26 enter Steph. Co.,	"	
374 00	Foston Station,	658 "	650 "	Level,	Galena & Chicago Union R. R.,	"	
377 00	High Gravel Ridge,	603 "	600 "	40.00 ft. fall N.,		"	
379 60	Dividing Ridge or Summit,	661 "	669 "	25.00 "		"	
385 50	Division Towns. 26 and 27,	518 "	539 "	40.00 "		"	
387 00	Freeport Station,	480 "	480 "	Level,		"	
	End of Seventh Division,						

8th DIVISION. Table exhibiting Diversities of Surface, Grades & Levels on the Line of the Illinois Central R. R.

N. B. The reader should bear in mind that in reading this Table he is steadily moving North.

☞ The "Base Line" of the Road is "Low Water Mark" at Cairo.

Distance from Cairo in and other prominent points, Railroad Miles. Crossing.	Stations, Towns and County Lines	Height of Road Bed above low of the country water mark in the above low water mark at Cairo.	Original surface	Grade at points indicated, ascending and descending.	Nearest Geographical and other Landmarks of note or interest.	Whether Timber, or Bottom, or Prairie.	Topographical and descriptive remarks and notes generally.
388 00	Comm 8th Division,	480 feet.	480 feet.	Level,	Freeport Station,	Prairie.	The line of the Road from Freeport to Scales Mound is over a fine rolling
390 00	Pecktonica Bottom,	481 "	476 "	do.	Pecktonica river 1 mile West,	Bottom.	Prairie, the size of the swell increasing
395 00	Eleroy Station,	623 "	628 "	do.	Waddam's Grove, North,	Prairie.	as the Mississippi is approached.
398 50	Division line Towns, 27 and 28,	655 "	649 "	do.	Road, Galena to Freeport,	"	Law's Summit is on the dividing
399 50	Lena Station,	680 "	678 "	do.	Dodd's Tavern,	Timber.	ridge between Rock and the Missis-
407 00	Nora Station,	725 "	715 "	do.	Jo Davies' County line.	Prairie.	sippi rivers, the highest point on the
408 60	Division line Towns, 28 and 29,	713 "	719 "	14 ft. rise North,		"	Illinois Central Railroad, and within
411 00	Warren Station,	726 "	723 "	Level,	Wisconsin State Line, North,	"	a few feet of the most elevated spot
416 00	Wisconsin State Line,	706 "	681 "	40.00 fall North,	Runs parallel 24 miles,	Timber.	in the State of Illinois, extending
419 25	Crossing Apple river,	693 "	538 "	40.00 rise & fall,			back from ten to twenty miles, and
420 75	Lav's Cut,	760 "	805 "	40.00 " "			running along the whole length of the
424 68	Scales Mound Station,	663 "	656 "	Level,			Mississippi, in the State of Illinois,
425 16	Scales' Mound Cut,	657 "	706 "	40.00 rise & fall,			there is a succession of bluff and
430 16	Council Hill Station,	445 "	450 "	42.00 " "			ridges more or less abrupt and bold,
432 04	Division Towns, line 28 and 29,	374 "	450 "	Level,			divided by valleys more or less narrow
438 00	Galena Station,	321.90 "	365 "	42.00 " "			and deep. In the mining region, ex-
440 60	Month Fever River,	327.60 "	307 "	Level,			tending throughout the County of Jo
446 04	Menomonee Station,	326.90 "	306 "	8.00 rise and fall,			Davies; these peculiar features are
450 02	Division Towns, 28 and 29,	327.90 "	312 "	Level,			exaggerated, and hence the devious
453 70	Dunleith Station,	329.90 "	313 "	Level,			course of the Ill. C. R. R. line, which
	End Division 8.		306 "	Level,			has to make its way down and along
							the sources of the streams.

9th DIVISION. Table exhibiting Diversities of Surface, Grades & Levels on the Line of the Illinois Central R. R.

N. B. The reader should bear in mind that in reading this Table he is steadily moving South.
The "Base Line" of the Road is "Low Water Mark" at Cairo.

Distance from Chicago to Cairo in miles.	Distance from Stations, Towns and County Lines and other prominent points, in road Crossing.	Height of R.R. bed above low face of the watermark in country above the Ohio at Cairo.	Grade at points indicated, ascending and descending.	Nearest Geographical and other Landmarks of note or interest.	Whether Miles of Timber, or the Rail Bottom, or Road.	Topographical and descriptive remarks and notes generally.
362	Chicago Station, City Limits, Division Towns, 39 and 38, Road Levels Lake, S. M. R. R. crosses, Junction Mich. C. R. R. & Calumet Station, Division Towns, 37 and 36, Thanton Station, Richton Station, Will and Cook Counties, Monee Station, Division Towns, 34 and 33, Kankakee County line, Manteono Station, Div. line Towns, 32 and 31, Kankakee or Bourbonnais Station, End 9th Division,	305.5 feet, 305.5 " 306 " 306 " 306 " 306 " 311.5 " 321.5 " 372.5 " 445.5 " 478 " 517 " 483 " 403 " 413 " 347 "	2.77 rise South. Level, do. 12.00 fall South, Level, Level, do. do. do. 24.00 ft. fall S. Level, 24 ft. fall South, Level, " " "	Lake Michigan, do do do do 1 1/2 miles East, Div. line Towns, 38 and 37, Calumet Lake, 1/2 mile East, Division Towns, 36 and 35, Div. line Towns, 35 and 34, Highest point on 9th Division, Div. line Towns, 33 and 32, Rochville, 7 miles West, Bourbonnais Grove, West, Kankakee river, 1/2 m. South,	Prairie. " " " " Wet " " " Prairie. " " " " " " Timber. " "	The site for the Chicago Station is built up out of the waters of Lake Michigan, and the works and buildings to be erected thereon are of great magnitude, and together with the protecting sea wall, extending 2 1/2 miles down the Lake, will cost at least \$600,000. Five miles out of Chicago the Road enters upon and crosses a marsh of some five or six miles in extent and then enters upon an open Prairie country, sparsely supplied with Timber. From leaving the marsh the country gradually swells away up from the North, and from the Kankakee river on the South, makes on the 483rd mile, a commanding summit. South of Chicago twenty miles, and thence to the end of the Division, the surface is dry, rolling and elevated, well calculated for farming, and better located for a market than any land on any other portion of the line of the Illinois Central Railroad.
2.48		300 feet, 298 " 313 " 297 " 289 " 301 " 307 " 318 " 378 " 450 " 474 " 523 " 494 " 397 " 403 " 422 " 341 "			454 456.48 459.5 460 463.3 464.8 468.7 471.7 477.5 483.25 484.70 488.00 489.60 497.70 500.50 504.60 510.00	
6.00						
9.33						
10.80						
14.70						
17.70						
23.50						
29.25						
30.70						
34.00						
35.60						
43.70						
46.50						
50.60						
56.00						

10th DIVISION. Table exhibiting Diversities of Surface, Grades & Levels on the Line of the Illinois Central R. R.

N. B. The reader should bear in mind that in reading this Table he is steadily moving South.

The "Base Line" of the Road is "Low Water Mark" at Cairo.

Distance from Chicago in miles	Distance from Cairo in miles	Stations, Towns and County Lines	Height of R.R. above low face of the watermark in country above the Ohio at Cairo.	Grade at points indicated, ascending and descending.	Nearest Geographical and other landmarks of note or interest.	Whether Timber, or Bottom, or Prairie.	Miles of Road.	Topographical and descriptive remarks and notes generally.
55.00	306	Com. 10th Division,	347 feet.	Level,	Towns, lines 30 and 31, { Low water in river, 311 ft. above base line, .	Timber.	510	Leaving the Kankakee the Road pursues its direct way over an almost level prairie country, the wells upon the surface being almost imperceptible. The Road traverses the centre of a dividing ridge which sheds its waters West into the tributaries of the Illinois, and East into those of the Wabash; very little timber is to be found on the line. At Kankakee on four-bonnals the Road crosses a belt of a mile and a half in width, and at Spring Creek as large a tract.
56.50		Kankakee river Bridge, .	337 "	"	Crosses Miss. N. Boston, .	Prairie,	510.50	To the East of Urbana Station there is a piece of about twelve square miles, and this and the other two belts make up all the Timber on this Division, but Coal is known to lie about the bluffs of the Vermillion and Iroquois in inexhaustible quantities.
60.50		Crossing Fort Wayne, A. L.,	352 "	"	Kankakee and Iroquois Co. line 2 miles South, .	"	514.50	
63.00		Div. line Towns. 30 and 29,	372 "	24.00 ft. fall S.,	Coal Region, .	"	516	
64.50	208.50	Chebause Station, .	382 "	Level,	Vermillion Swamps, West.	"	518.50	
68.30		Div. line Towns. 29 and 28,	376 "	"	Plato, 6 miles West, .	"	522.30	
73.00	289	Askum Station, .	381 "	"	Middleport 13 miles East, .	"	527	
75.66		Div. line Towns. 28 and 27,	371 "	"	Main line, 50 miles West,	"	529.66	
81.00		Div. line Towns. 27 and 26,	373 "	"	Centre of a vast prairie country, .	"	535	
84.50	267.05	Onargo Station, .	390 "	"	Bloomington 50 miles West,	Timber,	538.50	
87.25		Spring Creek, .	385 "	10.00 ft. fall S.,	Div. line Towns. 26 and 25,	"	541.25	
95.50		Div. line Towns. 25 and 24,	435 "	24.00 rise South,	Ind. State line 30 miles East,	"	549.50	
98.50	263.05	Loda Station, .	498 "	24.00 " "		"	552.50	
101.75		Iroquois, Vermillion Co. line,	512.84 "	10.00 ft. fall S.,		"	555.75	
107.30		Vermillion and Champlain,	475 "	16.00 rise South,		"	561.30	
108.00	254	Pera Station, .	488 "	Level,		"	562	
114.75		Div. line Towns. 21 and 22,	467 "	10.00 ft. fall S.,		"	568	
118.50	243.50	Rantoul Station, .	453 "	Level,		"	572	
120.10		Div. line Towns. 21 and 20,	453 "	"	Main line 40 miles West, .	"	574	
126.00		Div. line Towns. 20 and 19,	454 "	"	Timber, East, .	"	580	
128.00	234	Urbana Station, .	452.70 "	"	Timber, East, .	"	583	
		End of 10th Division.						

11th DIVISION. Table exhibiting Diversities of Surface, Grades & Levels on the Line of the Illinois Central R. R.


N. B. The reader should bear in mind that in reading this Table he is steadily moving South.

The "Base Line" of the Road is "Low Water Mark" at Cairo.

Distance from Chicago in miles.	Stations, Towns and County Lines and other prominent points, Rail-road Crossing.	Height of R'd Bed above low face of the water-mark in country above the Ohio at low water mark at Cairo.	Grade at points indicated, ascending and descending.	Nearest Geographical and other Landmarks of note or interest.	Whether Miles of Timber, or the Rail Bottom, or Road, Prairie.	Topographical and descriptive remarks and notes generally.
128 00	234 00 Comm. 11th Division,	452.7 feet.	Level,	Danville 32 miles East,	582 00	The surface of this whole division is remarkably level. The Road continues down a ridge, or the highlands that divide the Embarras, a tributary of the Wabash on the East. From the South fork of the Kaskaskia, an affluent of the Mississippi. Except in the concluding one, there is not a mile of Timber on the line, and not one stream which may be said to be perennial. It is crossed, though both exist in close neighborhood on each side, and the country is dry and elevated and may be truly said, not only to be well wooded, but well watered.
132 20	Div. line Towns. 19 and 18,	454 "	do.	{ Big Vermillion Timber,	586 20	
138 00	Div. line Towns. 18 and 17,	450 "	do.	{ 7½ miles East,	592 10	
141 00	221 00 Pesotum Station,	434 "	do.	{ Head waters Kaskaskia and Embarras Rivers,	595 00	
144 00	Div. line Towns. 17 and 16,	419 "	do.	Kaskaskia Timber, West,	598 20	
150 25	Champlain and Coles Cos.,	373 "	do.	Division Towns, 16 and 15,	604 25	
157 00	Div. Line Towns. 15 and 14,	395 "	Level,	Kaskas. Timber 3 miles W.	611 00	
158 00	Neoga Station,	395 "	"	" " 2½ "	612 00	
163 12	Div. line Towns. 14 and 13,	391 "	5 ft. fall South,	" " 1½ "	617 12	
169 12	192 00 Arno Station,	415 "	Level,	Towns. 13 and 12 ½ m. South,	623 50	
174 50	187 00 Terre Haute and Alton,	454 "	23 ft. rise South.	Railroad crosses,	628 50	
175 50	Highest point on 11th Div.	471 "	Level,	Charleston, 10 miles East,	629 50	
176 00	169 00 End of 11th Division, and divides Towns. 12 and 11,	470 "	16.00 fall South,	Paradise P. O. 2½ m. West.	630 00	

12th DIVISION. Table exhibiting Diversities of Surface, Grades & Levels on the Line of the Illinois Central R. R.

N. B. The reader should bear in mind that in reading this Table he is steadily moving South.

 The "Base Line" of the Road is "Low Water Mark" at Cairo.

Distance from Chicago in miles	Stations, Towns and County Lines and other prominent points, Rail Road Crossing.	Height of R'd Original surface above low water mark at Cairo	Grade at points indicated, ascending and descending.	Nearest Geographical and other landmarks of note or interest.	Whether Timber, or Bottom, or Prairie.	Miles of Road.	Topographical and descriptive remarks and notes generally.
176.00	Comm. 12th Division,	470 feet.	16 ft. fall South,	Paradise P. O. 2 1/4 miles W.	Timber.	630.00	The surface of the country, over which the 12th Division passes, is considerably broken, though less in the Northern than in the Southern portion. In the neighborhood of the 644th mile, the Road leaves the ridge it has traversed almost from the Kankakee river, and proceeds to cross the affluents of the Kankaskia and Wabash. Here it is that the surface is cut up in sharp ridges and deep ravines, especially at the crossings of the Little Wabash and Dismal Creek, and their strange neighborhoods. From the 672d to the 678th mile there is a Prairie of an almost dead level, thence the country and the Road traverses another ridge and then slopes away from the 690th mile to the Junction, over a rather rough country.
180.33	Div. Coles & Cumberland Co.	380 "	Level,	Half way to Cairo,	Prairie,	634.33	
182.50	Div. line Towns. 11 and 10,	375 "	"	L. Wabash Timber, West,	"	636.50	
184.00	Ohan Station,	377 "	"	"	"	638.00	
188.75	Div. line Towns. 10 and 9,	365 "	"	Enter Shelby County 2 m. N.	Timber,	642.75	
192.00	Shelby and Effingham Co's.	347 "	"	Both sides line Timber,	Prairie,	646.00	
193.30	Crossing Green Creek,	321 "	32 ft. rise & fall,	14 mile Prairie begins,	Timber.	647.30	
195.00	Div. Towns. lines 9 and 8.	326 "	12 " fall South,	Timber flanking line E. & W.	Prairie.	649.00	
199.00	Wekanka Station,	309 "	Level,	National Road crosses,	Timber.	653.00	
201.00	Div. line Towns. 8 and 7,	303 "	"	Ewington, 6 miles West,	Prairie.	655.00	
207.20	Div. line Towns. 6 and 7,	250 "	32 ft. fall South,	Vandalia 28 m. West,	Timber.	661.20	The surface of the country, over which the 12th Division passes, is considerably broken, though less in the Northern than in the Southern portion. In the neighborhood of the 644th mile, the Road leaves the ridge it has traversed almost from the Kankakee river, and proceeds to cross the affluents of the Kankaskia and Wabash. Here it is that the surface is cut up in sharp ridges and deep ravines, especially at the crossings of the Little Wabash and Dismal Creek, and their strange neighborhoods. From the 672d to the 678th mile there is a Prairie of an almost dead level, thence the country and the Road traverses another ridge and then slopes away from the 690th mile to the Junction, over a rather rough country.
208.00	Cross Little Wabash,	232 "	Level,	Enter Clay County,	"	662.00	
214.50	Edgewood Station,	232 "	"	Effingham County,	"	668.00	
217	Cross Dismal Creek,	262 "	"	{ Towns. 5 and 4, 1 m. North,	"	671.00	
224	Farina Station,	292 "	"	Enter Marion County,	Prairie,	678.00	
231	Highest point South, 176 m.	346 "	"	Kaskas Timber 1/4 m. West,	"	685.00	
232.25	Div. Line Towns. 3 and 4,	321 "	"	Timber, mile West,	"	686.25	
238.50	Tonti Station,	293 "	16 ft. fall South,	Salem, 3 miles South,	"	692.50	
240.80	Div. Towns. 3 and 2,	274 "	8 "	Main line 6 miles West,	"	694.80	
244.50	Odin Station,	246 "	9 "	St. Louis & Cincinnati R. R.	"	698.50	
250.00	Centralia Junction,	215 "	Level,	Towns. line 1 and 2.	"	704.00	
	End 12th Division,						



HE
2791
I3
A2
1853/1854
RARE
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